

00358

THE MARIN COUNTYWIDE PLAN



**TRAILS  
ELEMENT**





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## I. INTRODUCTION

The public lands in Marin County attract visitors from all over the world. The County recognizes that public open spaces and trails in Marin fulfill an important open space need for both residents and visitors. The trails system connects environmentally important areas of the county, such as bayside, coastal and ridgetop areas, established recreational and open space areas, and even developed urban areas.

The voters of Marin County created the Open Space District in 1972 for the acquisition of open space (see the Environmental Quality Element for details). The 1973 Environmental Quality Element called for the development of a countywide trails system and major trails identified on the conservation map. By 1990, more than 150,000 acres of open space had been preserved in Marin by either local, State or Federal efforts. The trails network discussed in this element is intended to connect these valuable lands to each other and to adjacent communities.

### A. LEGAL AUTHORITY

A Trails Element is optional under California general plan law. However, California planning law states that "the general plan may include any elements or address any...subjects which...relate to the physical development of the county or city" (Government Code Section 65303).

The County and many Marin cities adopted the element initially in 1984, following a multi-jurisdictional study of existing and proposed trails throughout the county. All eleven cities contributed funds toward the Trails Plan study, and most adopted their respective portions of the final plan.

### B. RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS AND DOCUMENTS

The Trails Element is related to other general plan elements and documents in the following manner:

*Community Development:* Identifies lands targeted for open spaces.

*Environmental Quality Element:* Discusses open space preservation. Policies should be consulted whenever a particular trail alignment is being considered.

*Parks and Recreation Element:* Provides an inventory of parkland. Policies should be consulted whenever a particular trail alignment is being considered. Generally, proposed trails are extensions of existing trails and provide access to already publicly owned open space and parks.



*Trails Element Map Series:* Used for planning and securing the trails system. The 23 maps in Appendix C have been included in this element.

Technical Report #1, Trails Element: Discusses acquisition, development, maintenance, and liability of the trails network

*Transportation Element:* See Table TR-1.

Further references to trails of local significance may be found in city general plans and the community plans for unincorporated portions of the county. Many short trails of local significance may not appear on the Countywide Trails Element maps but may appear in community plans. Trails policies for specific communities can be found in the San Geronimo Community Plan, the Tamalpais Area Community Plan, the Inverness Ridge Communities Plan and the Local Coastal Program Units I and II.

**Table TR-1. Relationship of Trails Element  
to other Plans and Elements**

<b>Paths/Trails</b>	<b>Elements and Plan Documents</b>
Class I: Bicycle Path (paved, off-roadway)	Draft Bicycle Plan (1993) Draft Transportation Element (1993) Draft Trails Element (1993)
Class II: Bicycle Lane (striped roadway)	Draft Bicycle Plan (1993) Draft Transportation Element (1993)
Class III: Bicycle Route (signed only)	Draft Bicycle Plan (1993) Draft Transportation Element (1993)
Unpaved Trails	Draft Trails Element (1993)

## **C. ORGANIZATION OF THE ELEMENT**

The Trails Element and the Map Series in Appendix C identify trails of city or countywide significance to be preserved and made available for public use. The element describes the various trail users and types of trails and discusses uses for trail types, methods of acquisition and development, and accessibility issues. The objectives, policies, and implementation programs in this document facilitate County planning and coordination for trails preservation, acquisition, and designation.



## II. EXISTING CONDITIONS

### A. PRESENT STATUS OF TRAILS IN MARIN

The trails in Marin are subject to policies governing the use of trails which are established by the various land management agencies in Marin County such as the Golden Gate National Recreation Area, State Parks, the Marin Municipal Water District and the Marin County Open Space District.

Table TR-2 indicates the types of trails and the total distance of each type of trail, as well as the distance of proposed trails. The total distance of all trails in Marin open to the public in 1991 was 464 miles, in addition to 47 miles of trail rights-of-way which have been secured by local land management agencies but which are not yet open to the public. The table also shows that the County plans to secure an additional 211 miles of trails (an increase of nearly 30%) to create a trail network comprised of 722 miles of public trails. In order for the County to achieve this goal, each land management agency must preserve designated trail segments whenever the opportunity arises. Because new trail easements are acquired incrementally through the development review process or through outright purchase, it is anticipated that it will be many years before all 211 miles of proposed trail easements are acquired.

Generally, proposed trails are extensions of existing trails and provide access to existing publicly-owned open space and parks or provide connections between various parks and open space areas. Many of the trails in Marin County were originally constructed by the Marin County Fire Department and serve as fire protection access roads and fire breaks. These fire protection access roads, or fire roads, pass through public and private lands and are maintained on an ongoing basis by the Fire Department. Some old logging and ranch roads are also important links in the overall trail network.

**Table TR-2. Status of Trails and Distances Shown in Miles**

Trail Types	Open to Public	Right-of-Way Secured	Proposed	Subtotals
Hiking Only	92 82.1%	3 2.7%	17 15.2%	112 100%
Equestrian/Hiking	180 63.6%	32 11.3%	71 25.1%	283 100%
Combined Use	166 71.5%	9 3.9%	57 24.6%	232 100%
Paved Paths	26 27.4%	3 3.2%	66 69.4%	95 100%
Totals	464 64.3%	47 6.5%	211 29.2%	722 100%

In cases where proposed trails pass through private property, property owners vary in their reactions toward the designated use of their land. Some view trails and trail dedications as



a development amenity which adds value to a project. Others tolerate or discourage use of the trails and access roads. On private trails throughout the central and western parts of the County where grazing and other agricultural land uses predominate, a number of property owners allow individual or group use of their trails on a permission basis. Various equestrian organizations stage annual long distance riding events which require permission from landowners.

## B. TRAIL USERS

The following discussion will briefly describe the four predominant trail users of Marin County: hikers, equestrians, bicyclists, and disabled trail users. These types of trail users have been identified by the various land management agencies throughout Marin County which develop and implement trail use policies within their jurisdictions. The following passages do not establish County policy for trail use. They are descriptions of policies established by the land management agencies.

### 1. Hikers

Hikers represent a large and varied group of users ranging from a hiker or runner who covers from 10 to 20 miles in one day to the hiker who may venture into an open space area for a short stroll and return home within a matter of minutes. Much of the hiking is done by individuals or small groups and some is done in conjunction with organized groups like the Sierra Club, Elizabeth Terwilliger Foundation, and other organizations. With the exception of some overnight hiking and camping areas in the Point Reyes National Seashore and GGNRA, most of the hiking on County trails is day use.

### 2. Equestrians

Equestrian use of the trails in Marin County is quite extensive. Use may be on an individual basis or in organized group trail riding activities. Most equestrian activities take place outdoors, because of the county's mild climate and varied terrain.

Marin has a large number of active riding clubs and commercial equestrian facilities. Many experienced riders make long distance rides on the trails. It is anticipated that equestrian use of the trails will continue at this level for the foreseeable future.

### 3. Bicyclists

Multi-speed bicycles with narrow tires are popular for recreation and transportation purposes. Road bikes are light and work well on paved surfaces. Some long-distance riders may cover 50 to 100 miles in a day's ride. The Transportation Element Technical Report #5 Bicycle Transportation in Marin County details other factors concerning road bikes and their riders.



Mountain bikes, also known as all-terrain bikes or off-road bikes, have grown in popularity over the past several years. Because of their strong construction, low gearing, powerful brakes, and wide high-traction tires, mountain bikes can traverse both paved and unpaved surfaces and a wide variety of terrain. Many mountain bicyclists prefer an unpaved surface.

Mountain bicyclists are major users on unpaved trails throughout the county. During the latter half of the 1980s, most public agencies in Marin prohibited mountain bicycling on narrow, single-track trails. Most public agencies in Marin allow mountain bike users on fire roads. Little scientific research exists on the impact of mountain bikes on public trail systems. A demonstration, or test trail, will allow the County to assess the impact of bicycles on single track trails. The Marin County Open Space District Board of Directors has directed the County Open Space District staff to create a demonstration single-track mountain bicycling trail on County Open Space District lands.

Shared use and the avoidance of hazards on trails requires sensitivity on the part of three user groups: mountain bicyclists, hikers, and equestrians. Mountain bicycling organizations understand the real and perceived problems of conflicting use and are working with their members and others to resolve such concerns.

#### 4. Disabled Trail Users

Disabled trail users may require special design accommodations for sight, hearing and mobility impairments. Disabled trail users may choose walking, horseback riding, or mountain bicycling as their mode of trail transportation, though a significant portion of this group is reliant upon wheelchairs or walking aids.

This user group appreciates opportunities to join in trail experiences with disabled and non-disabled friends and family members. Mobility-impaired trail users, like other individuals, vary with regard to the level of challenge they seek in their trail experiences, though they are much more sensitive to steep gradients, narrow trails, and rough or unstable surfaces than others. Such physical conditions, commonly found in public open spaces, may often preclude the use of public trails by the mobility impaired.

The number of elderly residents in Marin is increasing and, as a consequence, the number of disabled trail users is also expected to increase.

### C. TYPES OF TRAILS

Marin County land management agencies have identified the following three types of trails:

*Single-track trails:* unpaved trails that vary in width and are too narrow for service vehicles. Gradients on these trails are usually varied with some obstructions and line of sight is usually less than 100 feet.



*Double-track trails:* unpaved trails that are wide enough to accommodate fire protection and service vehicles. Many of these trails were originally constructed as fire protection roads.

*Class I bicycle paths;* paved routes on a right-of-way, which are completely separate from a street and may include an unpaved section for pedestrians and joggers. An example of this type of path is the Tiburon bike path.

#### D. USES FOR TRAIL TYPES

Each land management agency in Marin County governing use of park and open space lands develops policies regarding uses for trail types within its jurisdiction. Each agency develops policies based upon the physical characteristics of the trails in its jurisdiction, such as slope, width, clearance, line-of-sight, susceptibility to erosion. The agencies also develop safety requirements for trail users. The primary goal of the land management agencies is to provide varied and quality outdoor experiences for a range of trail users and to develop policies which are reflective of environmental and safety constraints, community needs, and the needs of recognized user groups. The County encourages land management agencies to work with representatives of hiking, equestrian, and bicycling groups and with organizations representing persons with disabilities when developing criteria for designating trails for the recognized user groups. Classifications presented in this element are descriptive only and reflect the policies currently in place on most park and open space lands in Marin County. These classifications are not intended for use by land management agencies in the future when they formulate trail policies for newly acquired trails. Policy documents for the various land management agencies are listed in the bibliography of this element.

##### 1. Hiking-only Trails

Hiking-only trails provide opportunities to enjoy the intimacy, interpretive experience, and aesthetic qualities in open space areas without distractions from other users. This type of trail can be quite narrow with various obstructions, and it may traverse steep gradients. If a footprint appears alone on the maps, it indicates a hiking-only trail.

In general, hiking trails are located within a 10 foot wide right-of-way. The physical improvements of the hiking trail may vary somewhat; however, a minimum tread width of two to three feet is normally required. On some steep slopes, the tread width may diminish to 12 to 18 inches, but only for short distances. Grades along a hiking trail may vary, although steep grades are tiring for hikers and may create erosion problems. Grades of 10% or less are desirable, but 15%-20% is considered generally acceptable for short distances. Trails with grades in excess of 20% exist in the County.

Exceptions to the criteria for hiking-only trails include:



Trails that were constructed specifically for hiking that do not have steep gradients and may be paved, such as the trail in Muir Woods; and,

Other trails designated as hiking-only by the governing land management agency such as the Marin Municipal Water District.

These trails are not appropriate for equestrian or bicycle use, due to concerns about quality of experience, safety, susceptibility to erosion and physical constraints such as steep gradients, narrow tread, overhead clearance, and obstructions.

## 2. Equestrian/Hiking Trails

These trails provide a leisurely horseback riding or hiking experience without distraction from other types of users. A single horseshoe symbol appearing on a trails map represents a single-track trail for hiking and equestrian use. Such trails normally include substantial overhead clearance.

Equestrian/hiking trails are unpaved and located within a 10 to 20 foot right-of-way. The developed width of the trail can vary from three to six feet. Gradients for equestrian/hiking trails are similar to those for hiking trails. Publications listed in the technical report detail the physical requirements of these trails.

Exceptions to the criteria for equestrian/hiking trails include:

Trails that were specifically constructed for equestrian/hiking use-only, but may be wide enough to accommodate other users; and,

Other trails designated as equestrian/hiking-only by the governing land management agency.

Trails in this category are often narrow with steep or winding tread. They are not appropriate for bicycle use because of potential safety problems and diminished quality of experience.

## 3. Combined Use Trails

These trails provide an opportunity for joint use by mountain bicyclists, hikers, and equestrians. Shared use requires cooperation and sensitivity on the part of all users. This type of trail is indicated by a hoof print and circle symbol on a trail map.

Combined use trails offer substantial overhead clearance and a width (generally 10 to 12 feet) sufficient to safely accommodate multiple trail users. For the most part, these trails do not exceed moderately steep gradients. These trails often serve as fire protection roads, although some of trails are specifically designed for combined use.



Exceptions to the criteria for combined use trails include:

Trails that were constructed specifically for all three types of users but may not be wide enough for fire protection vehicles.

Trails that are designated as appropriate for hikers, equestrians, and bicyclists by the governing land management agency.

Trails that may be designated for specific user group combinations.

#### 4. Paved Paths

Paved paths are multi-use trails. Equestrian use is generally not compatible with this type of trail, unless an unpaved area of sufficient width is provided along the side of the road. Plans and projects for paved bike paths are reviewed by the Bikeways Committee, a seven-member committee of the Parks, Open Space and Cultural Commission.

Eight feet is the minimum paved width of the Class I type paved path. Typically the path has a paved surface eight to ten feet wide and jogging or hiking areas along the shoulders. Where more than modest use is anticipated, a 10-foot paved section should be constructed. In addition to the paved section, the trail should include an unpaved 18 inch pedestrian/jogging path on either side. An ideal improved section of 13 feet can be accommodated within a 20 foot right-of-way on level surfaces. However, an additional right-of-way width may be necessary when slopes, buffers, or other improvements are taken into consideration.

The Bicycle Plan for Marin was adopted on December 2, 1975. It includes recommendations regarding safety improvements and alignments of paved bike paths and bicycle routes along roadways, referred to as either Class I, II, or III bicycle paths. Recommendations regarding Class I bicycle paths are also included in the Trails Element because Class I paths are open to pedestrians as well as bicyclists. The Trails Element also indicates where bicycles may be used on unpaved routes. The circle symbol appearing alone on a trail map indicates a Class I type of multi-use path.

### E. TRAILS ACQUISITIONS

























#### 1. Coordination

A seven-member Trails Committee oversees trails planning for lands owned by the Marin County Open Space District. This standing committee of the County Parks, Open Space, and Cultural Commission meets monthly and reviews upcoming development projects with the purpose of obtaining trails dedications, planning trails that connect publicly-owned lands, and making recommendations to the Community Development Agency for development and implementation of the Trails Element policies.



The Community Development Agency prepares the Trails Element and Trails Element Map Series which sets up the legal mechanism for the County to acquire trail easements through the development review process. The Map Series indicate the type of trail and ownership status (see Table TR-3). The Open Space District receives title to the trail easements, once they are dedicated and the District manages the trails.

**Table TR-3. Trails Element Map Series Legend**

legend:	TRAIL PROPOSED		TRAIL RIGHT OF WAY SECURED		TRAIL OPEN TO PUBLIC	
<b>HIKING ONLY</b>						
<b>EQUESTRIAN/HIKING</b>						
<b>COMBINED USE</b>						
<b>PAVED PATH</b>						

The Open Space District does not develop an acquisition priority list for trails because acquisition of trails depends on availability of property. Opportunities to acquire land and trails easements occur as land becomes available, often through the development review process or purchase. As properties develop, easements become available.

Trails of local significance may not necessarily be represented in the Trails Element Map Series. These trails are often short, but offer local trail users a multipurpose alternative to paved public roads. When proposed development threatens to remove these shorter trails, the County encourages local groups to preserve the trails.

## 2. Gifts

Gifts of trails and trail rights-of-way to a responsible agency, like the Open Space District, are viable means of preserving trails for public use. Along with the philanthropic reward, property owners donating trail to a public agency may realize benefits, including: income tax benefits; relinquishment of legal liability and maintenance responsibilities; and trail security provided by the accepting agency.



### 3. Easement Dedication

County and city subdivision ordinances have legal authority to require easement dedications. The Supreme Court decision, *Nollan v. California Coastal Commission*, requires a direct nexus between the requirement of an exaction (i.e. an easement) and the impact of a development. The *Nollan* decision requires that dedication requirements for public access directly correspond with the type of burden on access created by development.

During the development permitting process, the County Community Development Agency and/or Open Space District may request dedication of a public easement for a trail. In many cases, the benefits gained through dedication offer sufficient incentive to encourage voluntary dedication.

Once the easement is secured through negotiation, the developer makes a formal offering of the easement. The easement is recorded on an addendum to the final map and in a separate written legal description. The property owner retains ownership and title to the land. The public is simply allowed use of the land for a trail. An easement offered for dedication is intended to run with the land in perpetuity.

Possible County responses to the offer of dedication are:

Consent to recordation of the easement. In this case, an easement is recorded as a legal description with the County Recorder. The easement does not disappear unless someone petitions to vacate it.

Rejection of the dedication. In this case, the easement is reserved as a legitimate right of the public, yet is not accepted by a public entity for trail development, maintenance, and liability. The offer of dedication may be subject to acceptance at a later date.

Acceptance of the dedication. In this case, responsibility for trail development, maintenance, and liability is accepted by a receiving entity. The receiving entity may be a jurisdiction, service district, or non-profit organization such as The Nature Conservancy. The assignment of the receiving entity should be made at the time of dedication.

Although dedication of trails and trail easements has been an important method of preserving trails within Marin County, public purchase of land has provided most trails.

### 4. Prescriptive Rights

Trail preservation by prescriptive right is a method that has been utilized in Tiburon. The law provides that, in certain cases, when public access across private property has been



unimpeded by the land owners for a period of five or more years, the public may have gained a permanent right of access to this trail without express consent of the owner.

#### F. TRAILS DEVELOPMENT

A property owner or the public entity accepting an easement dedication is responsible for trail development. The cost of developing a trail is dependent upon several factors, including trail type, slope, soil condition, method of trail construction, and materials used.

A 1988 survey of the Golden Gate National Recreation Area, Open Space District, California State Parks, the Marin Conservation Corps, and the Trails Center, found that a four foot-wide hiking trail constructed with a back hoe tractor by a skilled crew, typically costs between \$1.10 and \$1.50 per linear foot to construct. Use of a hand crew, such as the Marin Conservation Corps, costs between \$3.00 and \$7.00 per linear foot. In 1988, the Open Space District purchased a trail-making machine for trails on District lands. The machine brings the cost of construction down to less than \$1.00 per linear foot.

In keeping with the Environmental Quality Element, it is a goal of the County to develop trails that do not encroach on sensitive habitats and adversely affect sensitive species. Some of the methods used to reduce the impact of trails on the environment include: creating a buffer zone or fence between trails and sensitive environments; routing trails away from sensitive habitats or to vista points which open a view to the habitats; enforcing pet control; and providing adequate signage.

#### G. TRAILS MAINTENANCE

The maintenance of trails requires seasonal closures when appropriate, user group management, repair of amenities like benches and signs, trail drainage, brush clearing, and surface repair. The responsibility for trail maintenance rests with the property owner or the public entity accepting an easement dedication.

Maintenance work may be contracted out on a private basis or secured through a volunteer organizational effort. Organizations which may participate in trail construction and maintenance include the Marin Conservation Corps, the Tamalpais Conservation Club, the Sierra Club, equestrian groups, cycling groups, Boy Scouts and Girl Scouts, or neighborhood and community groups.

#### H. TRAIL ACCESSIBILITY

Access to trails involves several factors, including parking, maps and literature, and continued access of trails for historic users.

Some trails, primarily those of greatest countywide significance, are developed with parking facilities and/or other amenities at trailheads. Trails used primarily by neighborhoods tend to have little or no parking. Availability of parking may be affected



by the desires of local community, policies of the County or cities, or objectives of the land agency managing the trail. In areas where the popularity of public lands and trails causes parking congestion and neighborhood difficulties, local jurisdictions may institute parking restrictions. These restrictions reduce the local problem, but limit the ability of the wider public to reach public trails. For this reason, the County must be vigilant in preventing open space and trails from becoming private amenities at public expense.

Individuals can learn about the availability of public trails by obtaining literature and maps prepared by the managing agencies. Other maps and information can be found in guidebooks prepared by private sources. Trails that do not meet agency standards or are not legally open to the public may intentionally be excluded from these maps although they are regularly used by the public.

Some trails used by the public begin or continue onto private lands, which are subject to closure at the discretion of the landowner. Closure of privately owned trails long used by the public can create strong feelings of animosity between landowners and the historic trail users. In many cases, public land agencies may take action to guarantee public access to historic trails, including a request for trail easements dedicated during the development process, negotiation for the purchase of a trail easement, or pursuit of a prescriptive rights court case.

In some cases, historic trails on private land may be frequently used by particular user groups before the trail is acquired by a public agency. Depending on the agency's trail use policies, historic users may be precluded from further use of the trail when policies prohibit such use. Although the trail may become legally public where it was once private, a user group may view application of such trail use policies as an infringement upon its historic right of use. For this reason, the County encourages trails designation and design to give full consideration to the historic users of a newly acquired trail.

## I. ACCESS FOR PERSONS WITH DISABILITIES

Many trails lend themselves to use by persons with disabilities. Multi-purpose pathways which accommodate pedestrians and bicycle riders are ideal for barrier-free access and should be planned accordingly. In most cases, existing gradients and curb cuts designed for cyclists offer satisfactory wheelchair access. Barriers placed at entrances to pathways for prohibiting entry by motorized vehicles must be designed to accommodate wheelchairs, unless such use would be unsafe or cause severe management problems.

In accordance with State and Federal accessibility policies for recreational facilities, the county's trails should be designed whenever possible in consideration of the abilities and interests of a diverse population, including persons with disabilities and the elderly. A sensitively designed trail must have a continuous "path of travel," meaning no breaks or interruptions in the route such as streams, impassable barriers or gates.



The trail should have a solid, slip resistant surface, and a continuous, unobstructed route of no more than 5% in slope. The cross-slope (side-to-side grade) should be no more than 2% to prevent tipping over and falls. Other important features include: safe, level, and accessible parking; accessible drinking fountains, toilets, phones; and trail information at the trailhead.

The County needs a map showing accessible trails and describing their characteristics. Currently, the County does not have a good map of accessible trails, although some portions of existing trails may already be accessible.

#### J. SAN FRANCISCO BAY AREA RIDGE TRAIL

The San Francisco Bay Area Ridge Trail is a regional trail project proposed by the Bay Area Ridge Trail Council (BARTC), a private non-profit organization of individuals, park partners, recreational and community groups. The proposed 400-mile Ridge Trail will follow the ridges and hills that circle the Bay through nine Bay Area counties. The trail will connect over 75 parks and public open spaces, including those owned and managed by Federal, State, regional, and local jurisdictions, as well as private land trusts.

The Ridge Trail will provide recreational opportunities and dramatic vistas for hikers, equestrians and bicyclists. Many segments of the trail are now complete. The target date for completion of the entire trail is 1998.

To the greatest extent possible, the Ridge Trail has used existing County trails and rights-of-way. When trail connections necessitate use of private lands, private landowners have been approached to discuss voluntary dedication of public easement or land. In Marin County, the Ridge Trail goes through existing public lands or along alignments indicated on the Trails Plan maps adopted by the County in 1984.

#### K. BAY AREA BAY TRAIL

The Association of Bay Area Governments (ABAG) was directed by the State Legislature to prepare and adopt a plan and implementation program for a continuous recreational hiking and bicycle trail around the perimeter of the San Francisco and San Pablo Bays.

Under the authority of SB 100 (Lockyer), the plan must include a specific route which relates to existing park and recreational facilities and links existing and proposed public transportation facilities. The Environmental Impact Report for the Bay Trail was certified in June, 1989, and the final plan was adopted in July, 1989.

In Marin County, the Bay Trail follows some alignments already in public use, like Paradise Drive in Tiburon and Point San Pedro Road in San Rafael. However, a portion of the trail between the Marin Civic Center and Route 37 in Novato uses the Northwestern Pacific Railroad right-of-way.



### III. OBJECTIVES, POLICIES, AND IMPLEMENTATION PROGRAMS

#### A. TRAILS PRESERVATION

**Objective TR-1. Trails Network Preservation and Identification.** To identify trails which serve a public purpose and preserve designated trails for public use.

**Policy TR-1.1 Identification of Trails.** The County shall identify all existing trails and trails proposed for preservation.

Program TR-1.1a Trails Element Map Plan Series. The Trails Element shall include 23 detailed maps which indicate the existing and proposed trails throughout the county.

Program TR-1.1b Identification of Trail Types. On trails maps, the county shall identify the four principal trail types, *hiking, equestrian/hiking, combined use and paved bicycle paths*, with designated symbols (see Table TR-2).

Program TR-1.1c Status of Trails. County maps shall use graphically distinctive symbols to indicate whether the status of a trail is *proposed, right-of-way secured only*, or an existing trail *open to the public*.

Program TR-1.1d Designation Criteria. The County encourages land management agencies to work with representatives of hiking, equestrian, and bicycling groups and organizations representing disabled persons in developing criteria for designating trails for recognized user groups. The criteria should be consistent with agency policy and reflective of environmental and safety constraints, community needs, and the needs of various user groups.

**Policy TR-1.2 Access Across Private Lands Subject to Closure.** Where public trails begin or continue onto private land subject to closure, the County should attempt to secure permanent access across private lands through either a request for easement (voluntarily or through the development process), negotiating the purchase of an easement, or pursuing a case of prescriptive rights through the courts.

**Policy TR-1.3 Acquisition of Trails.** Through various means the County should acquire a network of trails that will serve a specific public purpose of access to or between public lands.

Program TR-1.3a Trails Fund for Acquisition. The County should develop a fund for the acquisition of trails through purchase in compliance with

AB 1600, Statutes of 1987. Purchase of trail easements and trails may be necessary in some cases where, because of timing or other reasons, other methods are not practical.

Program TR-1.3b Priority List For Acquisition. The County should develop and maintain a list of priorities for trail acquisitions through purchase, dedication or gift.

**Policy TR-1.4** **Dedication of Trails.** A public entity reviewing a development proposed on lands traversed by important trail connections may require the dedication of trail easements and/or the improvement of trails consistent with the adopted Trail's Element.

Program TR-1.4a Voluntary Dedication of Trails. The County should encourage project sponsors to grant trails easements when proposed or existing trails cross lands proposed for development.

Program TR-1.4b Dedication Requirements. Where appropriate, the County should utilize the County's Subdivision Ordinance, Title 20, to authorize dedication requirements.

Program TR-1.4c Utilize Prescriptive Rights. The County should invoke California Civil Code Section 1007, defining "prescriptive rights", as a basis for dedication requirements where appropriate.

## **B. TRAILS PLANNING AND COORDINATION**

**Objective TR-2.** Trails Planning and Coordination. To coordinate trails planning within the county.

**Policy TR-2.1** **Planning and Coordination.** The County shall coordinate planning for trails including trails acquisition, development and maintenance.

Program TR-2.1a Open Space District Responsibilities. The Open Space District should be charged with the formal responsibility for coordinating countywide trails planning and acquisition, development, and maintenance of County- or District-owned unpaved trails.

Program TR-2.1b Consistent Trails Designation. The County shall promote consistency in trails designation especially for trails that pass between two or more jurisdictions.

Program TR-2.1c Annual Evaluation of New Trail Construction and Right-of-Way Acquisition. The County shall report the progress of new trail



construction and right-of-way acquisition of the trails network annually to the Trails Committee.

Program TR-2.1d      Project Review for Trails. The County Community Development Agency shall review each new proposed development for proposed trail designations in accordance with Trails Element maps or local community plan.

Program TR-2.1e      New Trail Rights-of-Way. In some cases, as development occurs on private land, the existing trails may become access roads to new development. When unavoidable, new trails rights-of-way should be provided away from developed roads where possible or along the side of the road if necessary.

### C.      TRAILS DESIGN AND DESIGNATION

**Objective TR-3.**      Trails Design. To design and develop trails and access which encourage broad public use, while protecting environmental resources on adjacent properties and minimizing trail user conflicts.

**Policy TR-3.1**      **Trails Location.** Locate trails away from sensitive habitat areas such as wetlands and areas where endangered species may be adversely affected.

Program TR-3.1a      Design Trails For Environmental Protection. Incorporate design measures that protect adjacent and nearby habitats. Suggested measures include:

Point access instead of linear trails near sensitive habitats;

Fencing that discourages human and domestic pet intrusion into sensitive habitats;

Buffer/transition areas between trails and wetlands planted with native vegetation to provide habitat and to buffer human impacts;

Domestic pet control; and,

Signage.

**Policy TR-3.2**      **Protect Adjacent Property.** Design trails in consideration of adjacent property owners and their lands.

- Policy TR-3.3**      **Trails Designation and User Safety.** Trail design and designation should consider historic users and ensure user safety for a diverse range of trail users.
- Program TR-3.3a      Historic Trail Users. Public agencies should be encouraged to give full and balanced consideration to the historic and future users of a newly acquired trail before applying trail use policies.
- Program TR-3.3b      Trail Maps and Information. Public agencies managing public trails should provide readily available maps and information on their trail network which also show connections to adjacent public trails. Such public agencies working in cooperation with user group organizations should also provide educational information in a variety of formats intended to promote sensitivity and cooperation among and between various types of users who share the trails.
- Policy TR-3.4**      **Access For Persons With Disabilities.** Whenever feasible, design and develop trails with opportunities to meet the accessibility needs of all segments of the population.
- Program TR-3.4a      Evaluation of Existing Trails. The County should assess each trail in the system for its potential use by persons with disabilities.
- Program TR-3.4b      Public Information. The County should prepare brochures which indicate the availability of barrier-free trails.
- Policy TR-3.5**      **Multiple Ingress and Egress Points.** Design trails with multiple ingress and egress points with appropriate signage to minimize the need for parking at trailheads.
- Program TR-3.5a      Parking Availability. The County should work with neighborhood groups to provide reasonable parking at access points.

#### D. TRAILS MAINTENANCE

**Objective TR-4.**      **Trails Maintenance.** To ensure maintenance of trails owned by the County.

**Policy TR-4.1**      **Trails Maintenance Responsibility.** Trails should be maintained by property owners or entities accepting dedicated trails or easements unless other arrangements have been contractually agreed upon.



- Program TR-4.1a      Maintenance of County-owned Trails. The Open Space District staff shall oversee the maintenance of County-owned trails unless other trails managing organizations agree to carry responsibility for maintenance.
- Program TR-4.1b      Budget for Maintenance of County-owned Trails. The maintenance of trails should be recognized as a line item service/program with an annual budget allocation to a County department.
- Program TR-4.1c      Trails Obstruction Ordinance. The County should consider an ordinance to prohibit dumping or the placing of debris, brush, garden clippings or other materials on or near a public trail right-of-way or easement or the construction of fencing across a public trail right-of-way or easement.

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## APPENDIX A. GLOSSARY OF TERMS

Bicyclist	Includes bicyclists on Motocross (BMX), touring, and mountain bikes.
Class I Path	Off-roadway paved bicycle path.
Class II Path	Adjacent to roadway paved bicycle path.
Class III Path	Signed only paved bicycle path.
Disabled Trail User	A person requiring special accommodations for sight, hearing and mobility impairments.
Double-track trail	Unpaved trail, 8 to 10 feet wide.
Equestrian	Includes casual, group, competitive, and endurance riders and equestrian with disabilities.
Hiker	Includes runners, joggers, casual hikers, backpackers, interpretive hikers and hikers with disabilities.
Line-of-sight	The maximum visible distance between two trail users.
Path	Paved surface for bicycles, joggers and pedestrians.
Right-of-way	Corridor within which the trail is constructed.
Single-track trail	An unpaved trail two to six feet wide with gradients as high as 20% or more in some places.
Tread	Usable width of the trail.
Trail	An unpaved route.
Trailhead	Trail connection to paved roadways.





## APPENDIX B. BIBLIOGRAPHY

1. Golden Gate National Recreation Area Designated Bicycle Routes, Department of the Interior, National Park Service, 36 CFR Part 7, December 11, 1992.
2. Marin County Open Space District, Open Space Management Policies, adopted July 11, 1974, amended April 9, 1985.
3. State of California, Department of Parks and Recreation. Marin District, Order Number 1-655-08, February 5, 1993.
4. Status of bicycle use on MMWD Watershed Property, Environmental Resources Division, Marin Municipal Water District, November 1991.
5. Title 9, Regulation for Use of Marin Municipal Water District Lands, Marin Municipal Water District

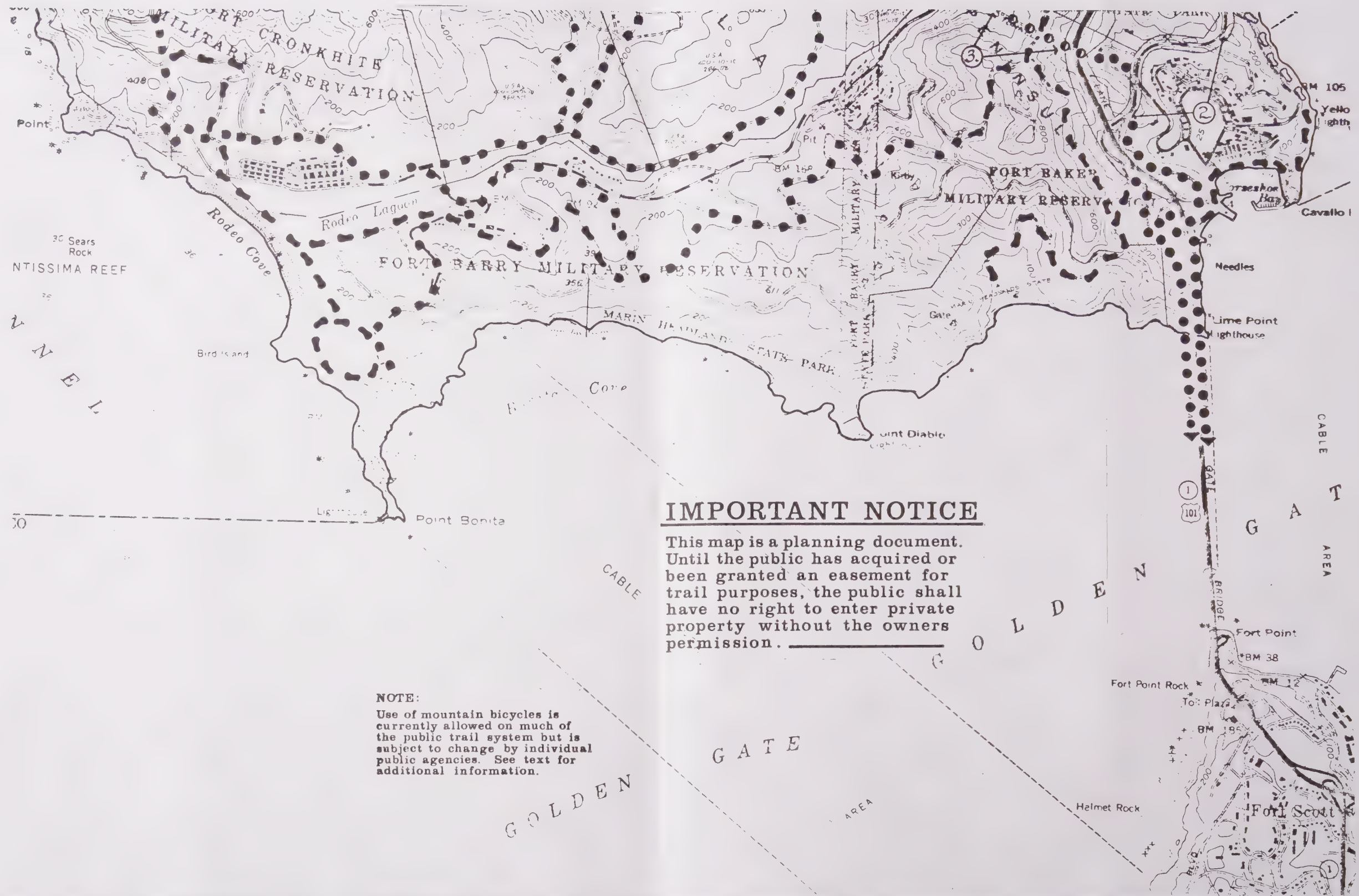




## APPENDIX C. TRAILS ELEMENT MAP SERIES







# IMPORTANT NOTICE

This map is a planning document. Until the public has acquired or been granted an easement for trail purposes, the public shall have no right to enter private property without the owners permission.

**NOTE:**  
Use of mountain bicycles is currently allowed on much of the public trail system but is subject to change by individual public agencies. See text for additional information.

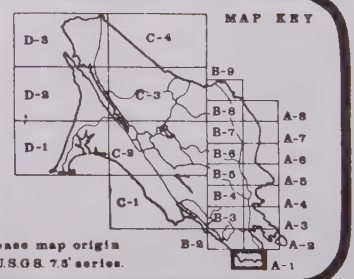
- notes:
1. SEE G.G.N.R.A. TRAIL PLAN FOR GREATER DETAIL WITHIN WITHIN G.G.N.R.A. BOUNDARIES
  2. BIKES SHARE ROADWAY
  3. THE TUNNEL TO PT. CRONKHITE IS PROPOSED TO BE OPENED TO HIKERS AND BICYCLERS AFTER SAFETY IMPROVEMENTS HAVE BEEN MADE BY THE N.P.S. A RAISED SIDEWALK 5' WIDE ALONG THE SOUTH SIDE OF THE ROADWAY IS BEING CONSIDERED.

## MARIN COUNTYWIDE TRAILS PLAN

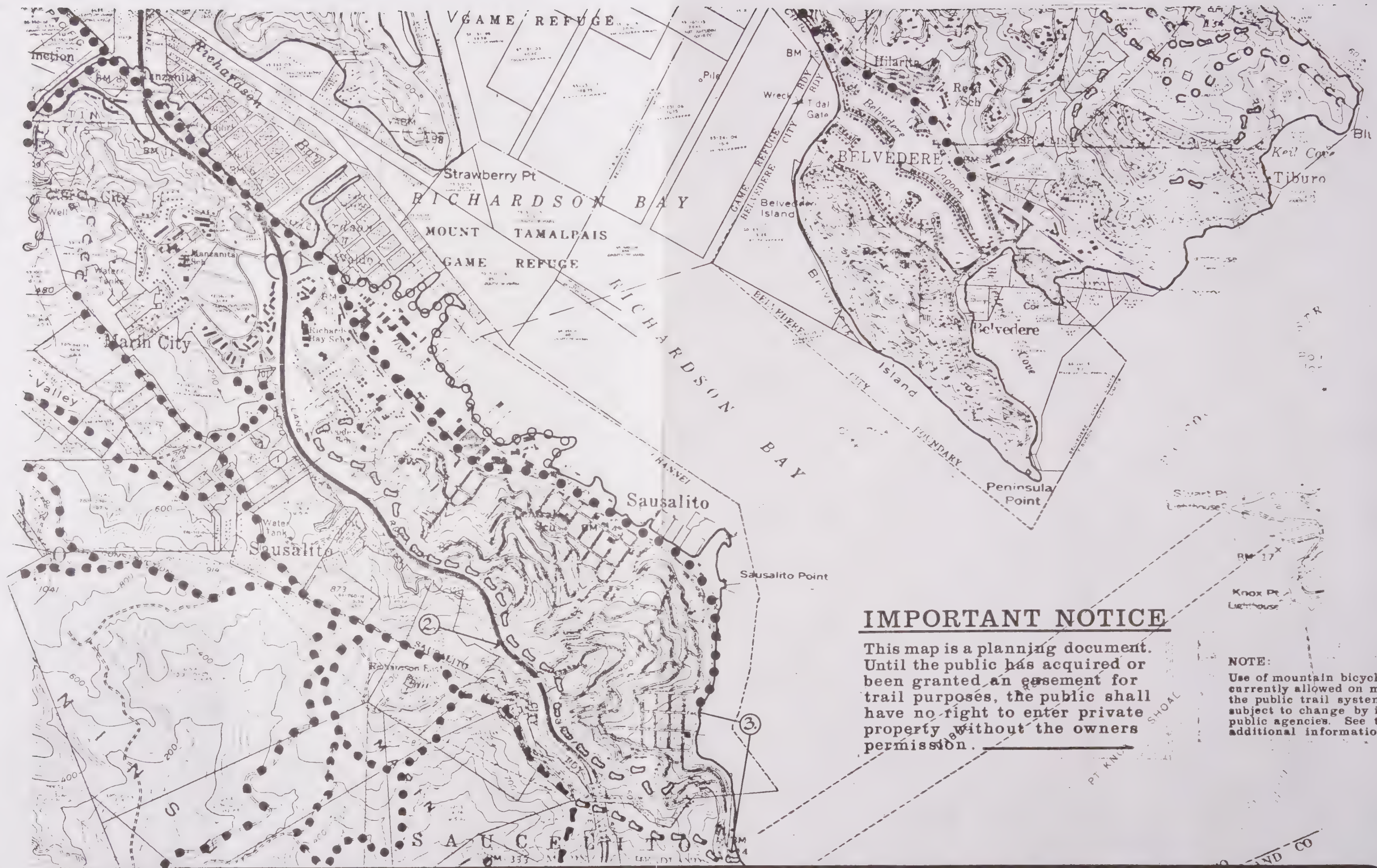
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APPROVED BY BOARD OF SUPERVISORS  
REVISED 12/88

legend:

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	—	—	—
COMBINED USE	—	—	—
PAVED PATH	—	—	—







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### notes:

1. SEE GGNRA TRAIL PLAN FOR GREATER DETAIL WITHIN G.N.R.A. BOUNDARIES.
2. PEDESTRIAN ACCESS REQUIRED.
3. BIKES SHARE UNMARKED ROADWAY

## MARIN COUNTYWIDE TRAILS PLAN

PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT

RECOMMENDED BY P&C COMM. 8/22/84; PC. 9/24/84  
APPROVED BY BOARD OF SUPERVISORS  
REVISED 12/88

DATE 10/16/84

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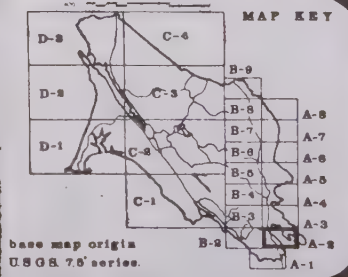
HIKING ONLY

EQUESTRIAN/HIKING

COMBINED USE

PAVED PATH

TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
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CCC	CCC	CCC
OCO	OCO	OCO
OOO	OOO	OOO



NORTH  
0 400 800 1200  
SCALE IN FEET

A-2





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**notes:**

1. BICYCLES SHARE ROADWAY
2. PROPOSED PEDESTRIAN & EQUESTRIAN OVERPASS
3. EXISTING PEDESTRIAN OVERPASS

**MARIN  
COUNTYWIDE TRAILS PLAN**  
PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

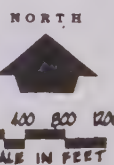
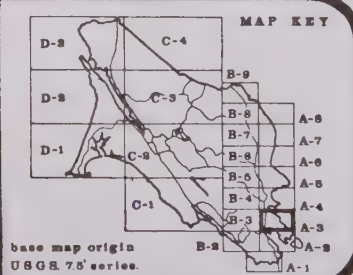
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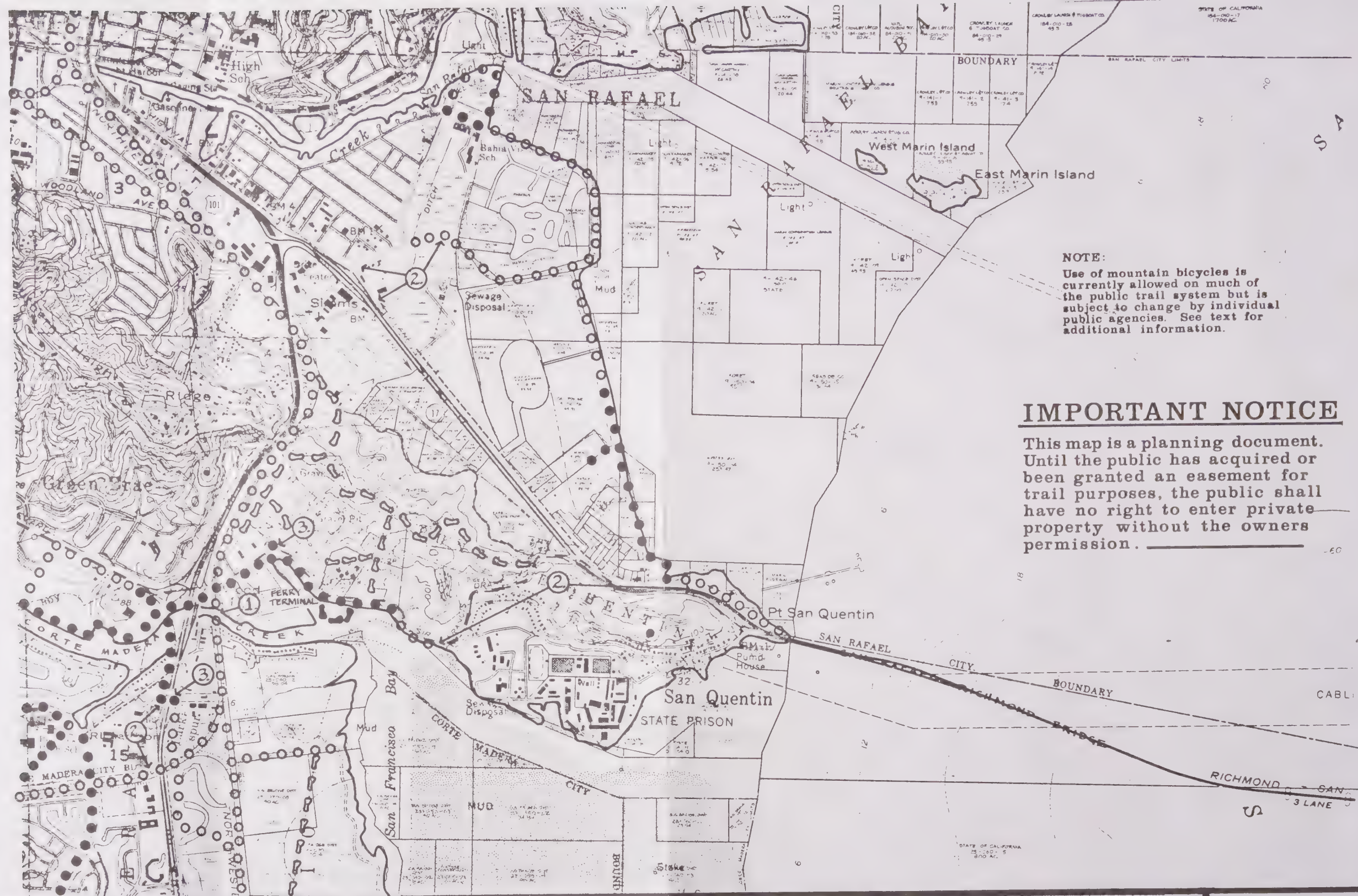
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HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	OOO	OOO	OOO



**A-3**





## IMPORTANT NOTICE

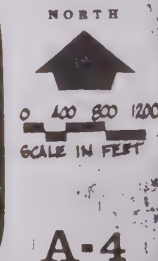
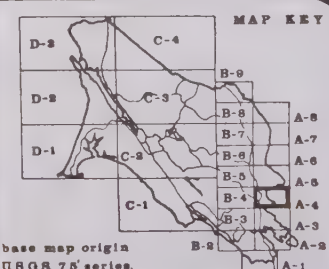
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- notes:**
1. HIGH LEVEL CROSSING OVER CORTE MADERA CREEK
  2. BIKES SHARE ROADWAY
  3. EXISTING PEDESTRIAN OVERPASS

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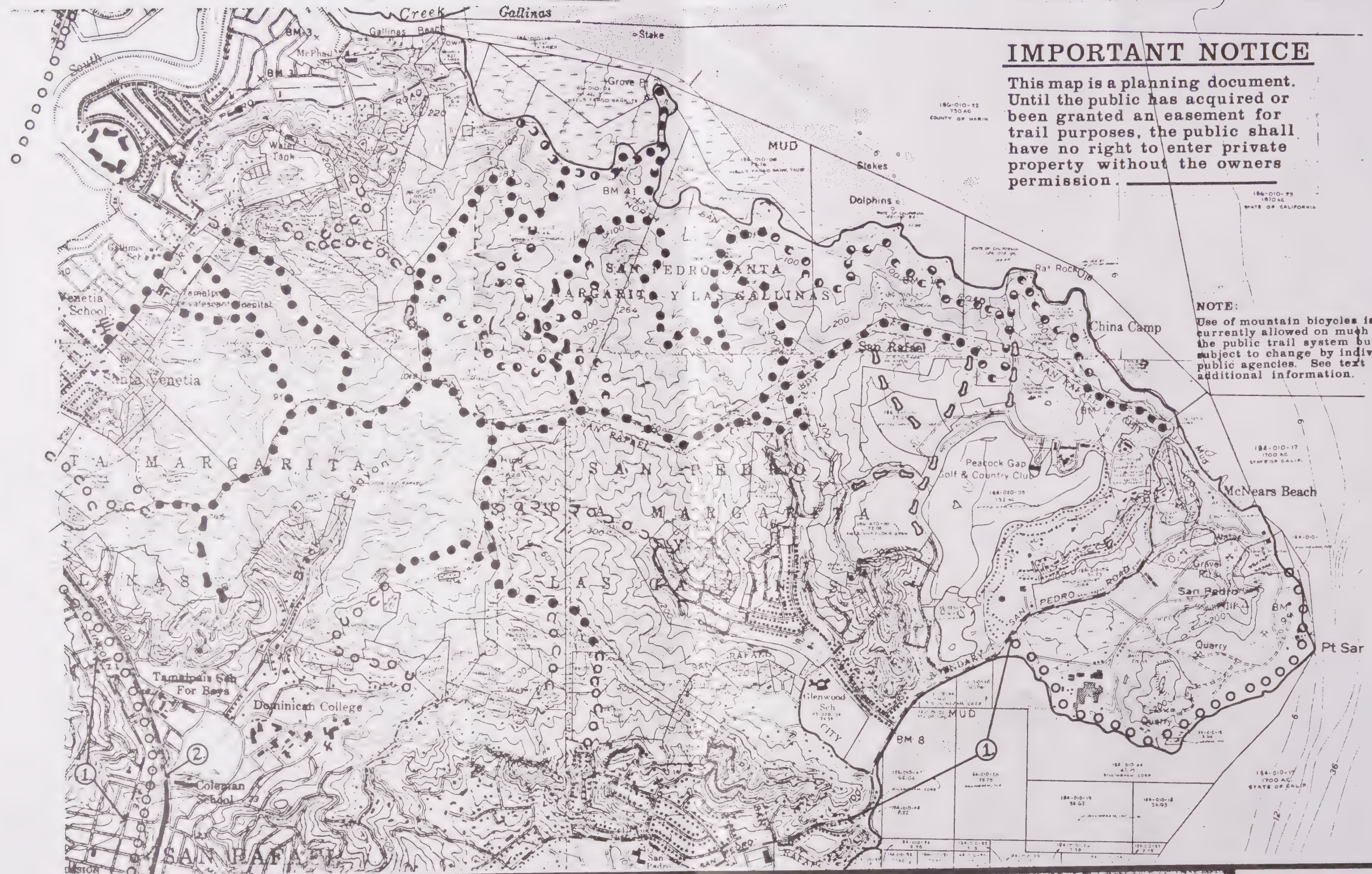
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HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	OOO	OOO	OOO





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1. BIKES SHARE ROADWAY.
2. EXISTING PEDESTRIAN OVERPASS

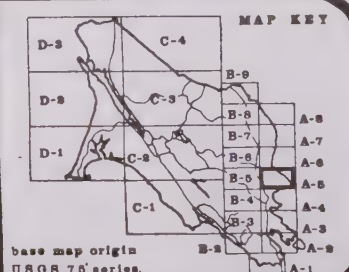
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APPROVED BY BOARD OF SUPERVISORS DATE 10/16/84

REVISED 12/88

	TRAIL PROPOSED	RIGHT OF WAY SECURED	OPEN TO PUBLIC
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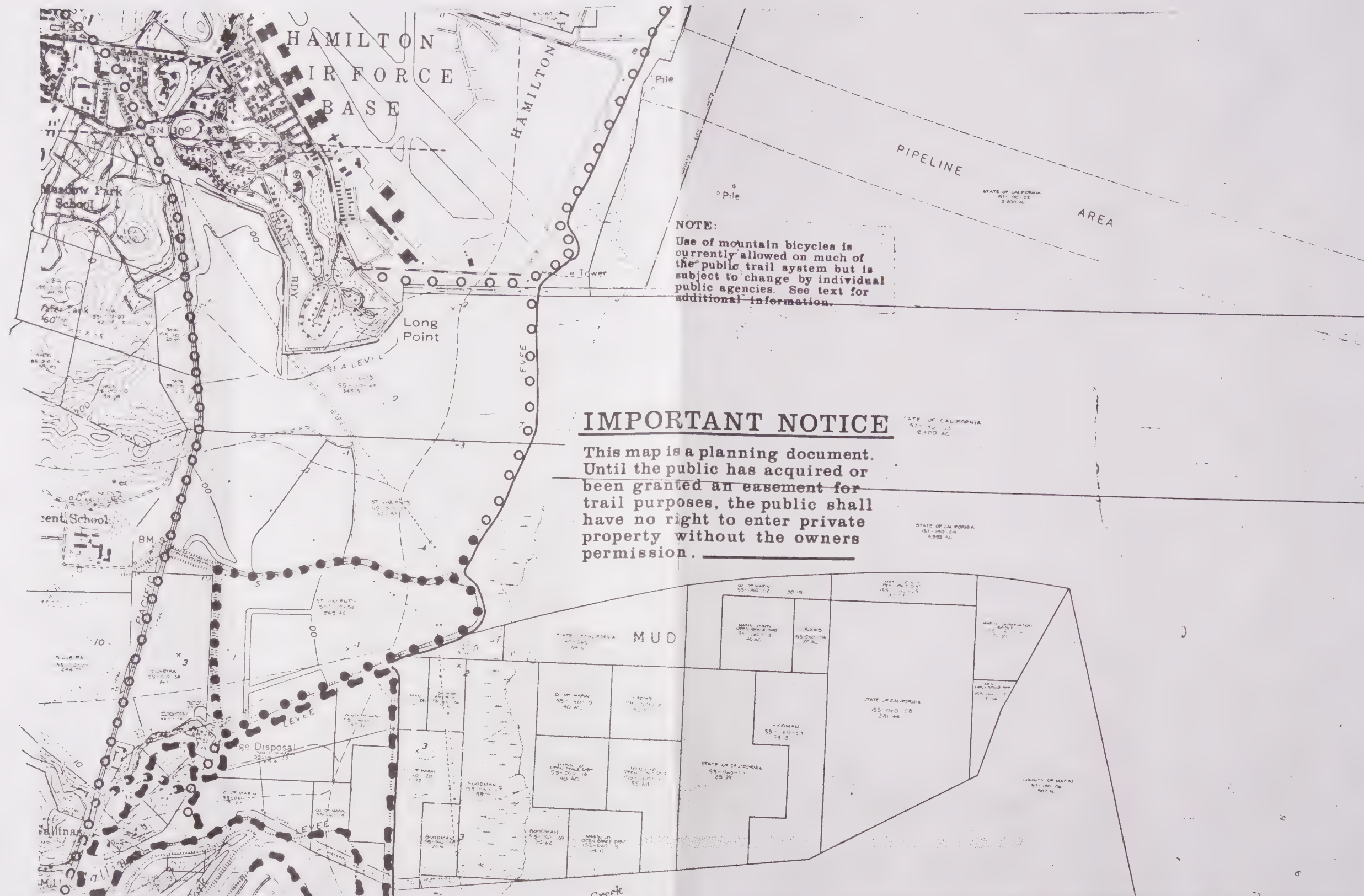


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# **MARIN COUNTYWIDE TRAILS PLAN** PREPARED FOR THE COUNTY OF MARIN AND THE CITIES OF MARIN COUNTY

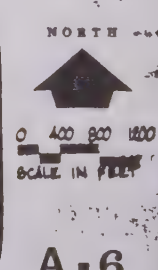
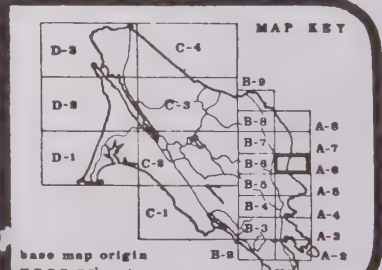
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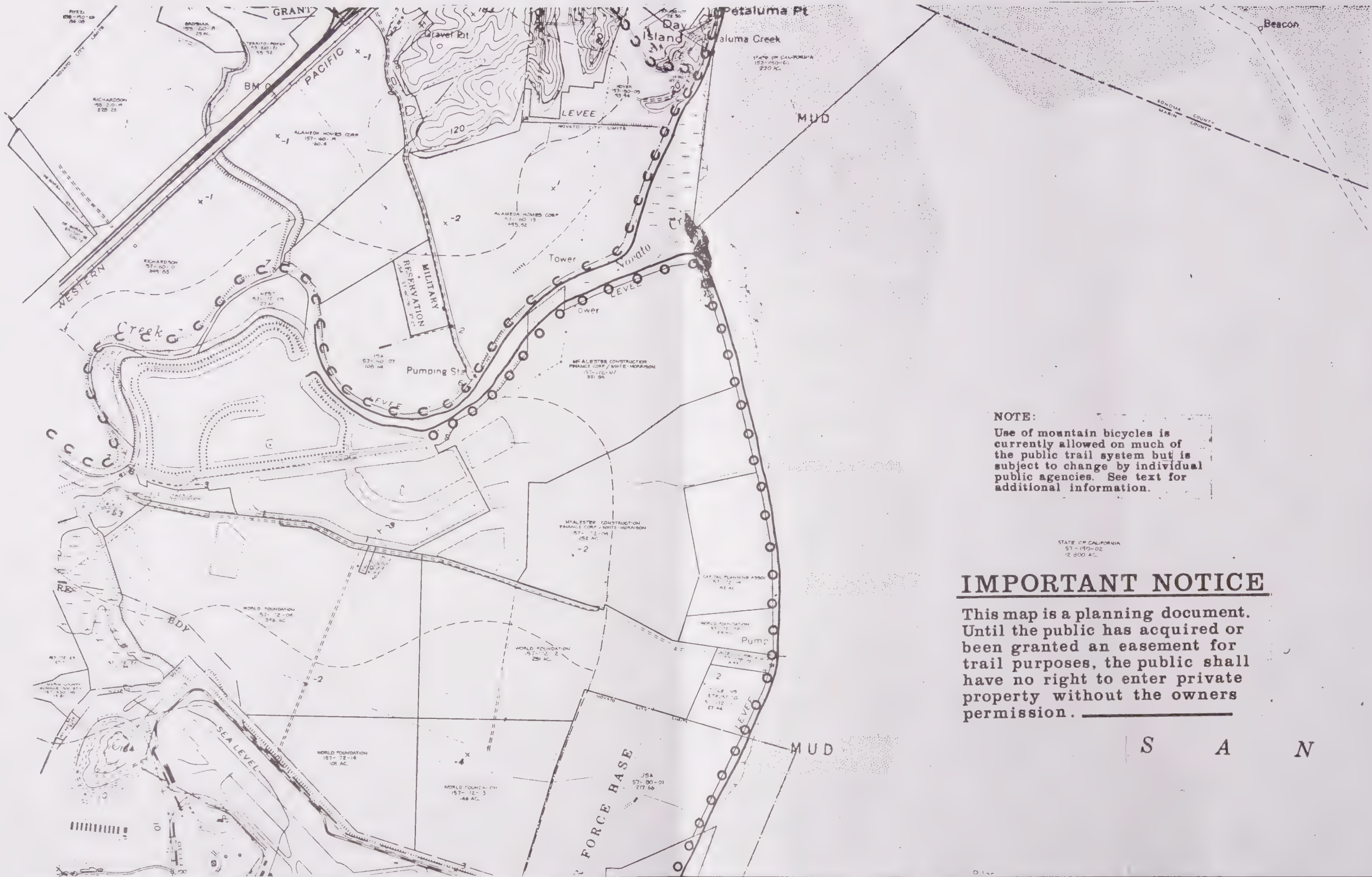
DATE 10/16/84

**Legend:**

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HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	OOO	OOO	OOO







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**MARIN  
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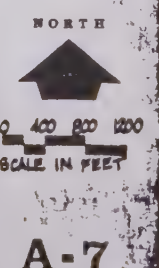
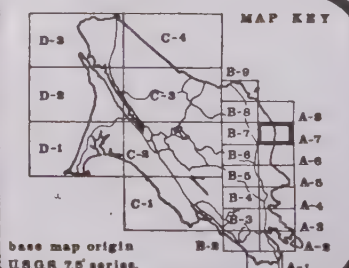
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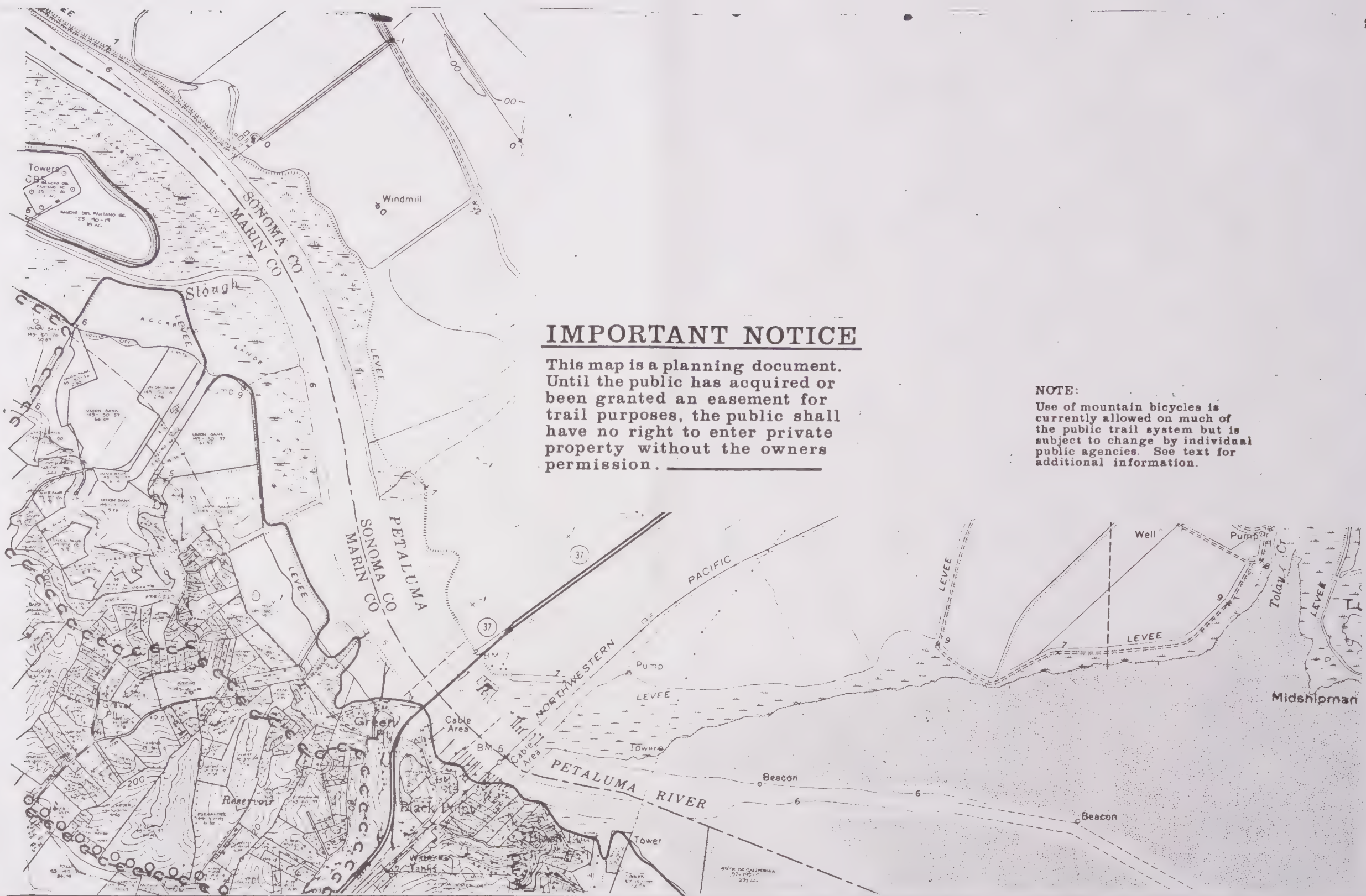
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HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	OOO	OOO	OOO







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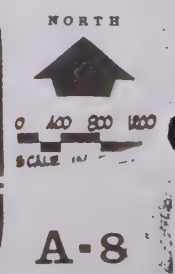
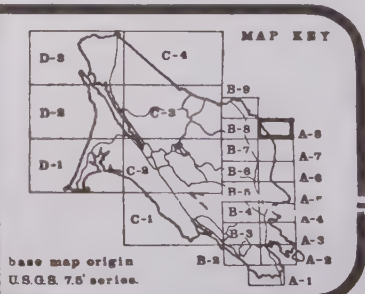


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 REVISED 12/88

**legend:**

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCOCOC	OCOCOC	OCOCOC
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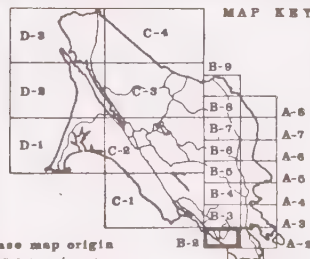
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## notes:

1. BIKE / PEDESTRIAN PATH  
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PUBLIC



base map origin  
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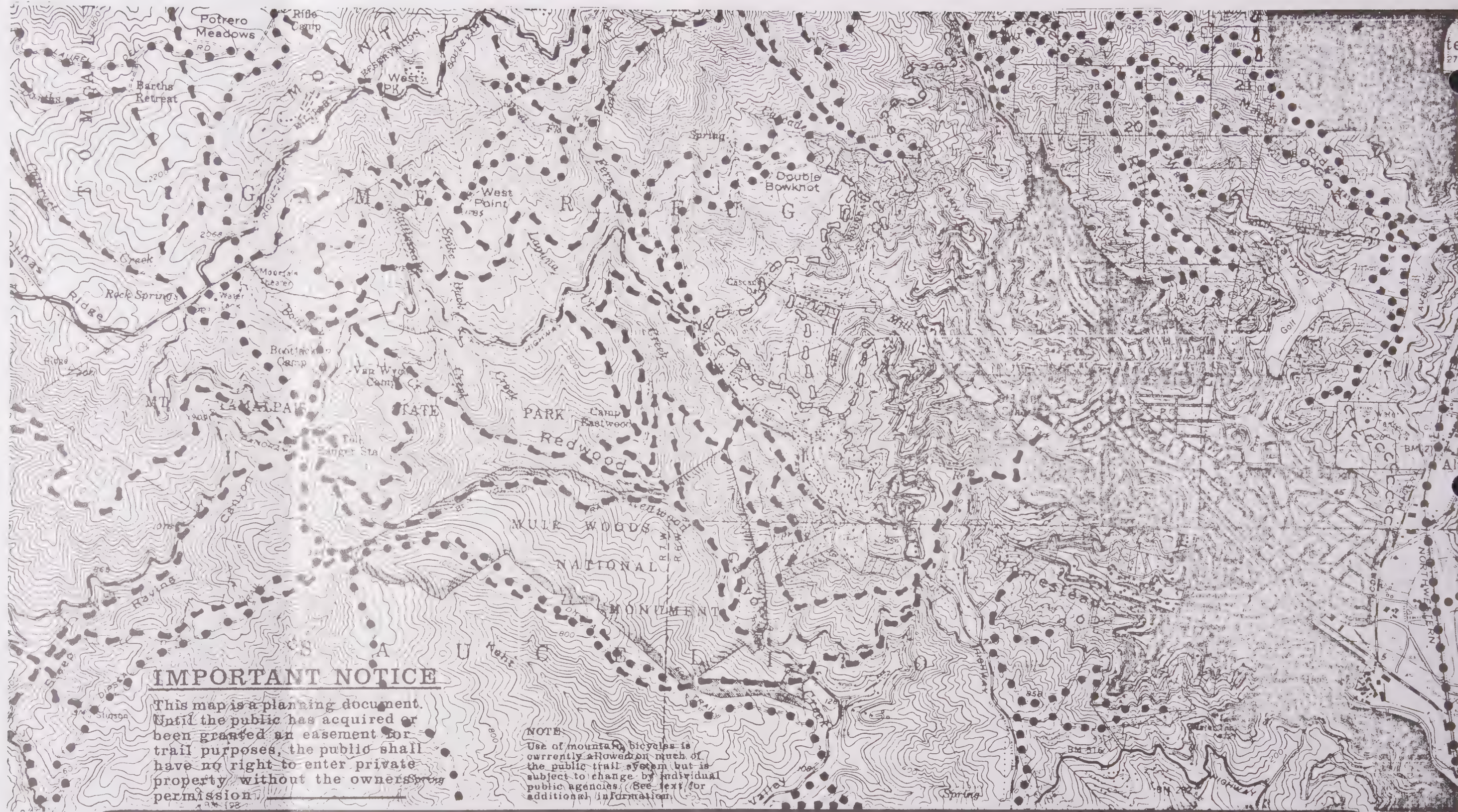
NORTH



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SCALE IN FEET

B-2





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#### notes:

1. M.M.W.D. POLICY REGARDING TRAIL USE BY EQUESTRIANS IS CURRENTLY UNDER STUDY. (2-83)

## MARIN COUNTYWIDE TRAILS PLAN

PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

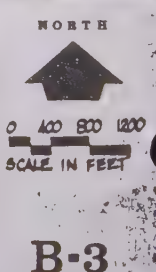
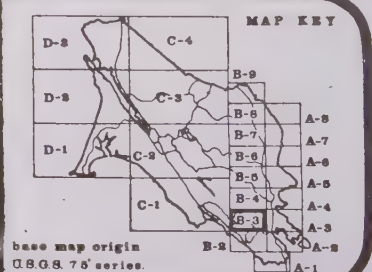
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APPROVED BY BOARD OF SUPERVISORS  
REVISED 12/89

DATE 10/16/84

#### legend:

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OOO	OOO	OOO
PAVED PATH	OOO	OOO	OOO



B-3





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#### notes:

1. M.M.W.D. POLICY REGARDING TRAIL USE BY EQUESTRIANS IS CURRENTLY UNDER STUDY.
2. BIKES SHARE ROADWAY
3. PUBLIC ACCESS TO OPEN SPACE SHOULD BE SECURED WHEN VACANT LAND IS DEVELOPED.

## MARIN COUNTYWIDE TRAILS PLAN

PREPARED FOR THE COUNTY OF MARIN AND THE CITIES OF MARIN COUNTY

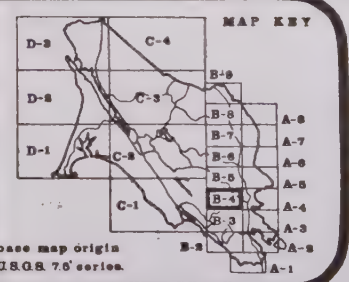
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APPROVED BY BOARD OF SUPERVISORS  
REVISED 12/81

DATE 12/16/84

#### legend:

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	---	---	---
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	OOO	OOO	OOO



B-4





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## notes:

1. TRAIL SHARES ROADWAY.
2. EQUESTRIAN RING AT FAIRGROUNDS.
3. TAMARANCHO BOY SCOUT CAMP ALLOWS PUBLIC USE OF TRAILS BY PERMISSION; SUBJECT TO ALL CAMP RULES. HORSES MUST STAY ON ROADS.
4. PROPOSED PEDESTRIAN EQUESTRIAN BRIDGE.
5. BIKES SHARE ROADWAY, CL. II BIKEWAY RECOMMENDED.

# MARIN COUNTYWIDE TRAILS PLAN

PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

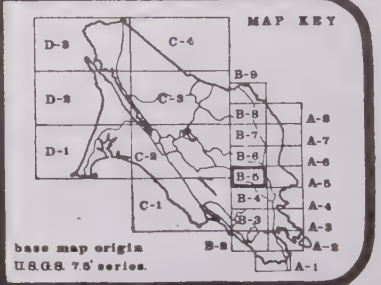
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REVISED 12/83

DATE 12/19/84

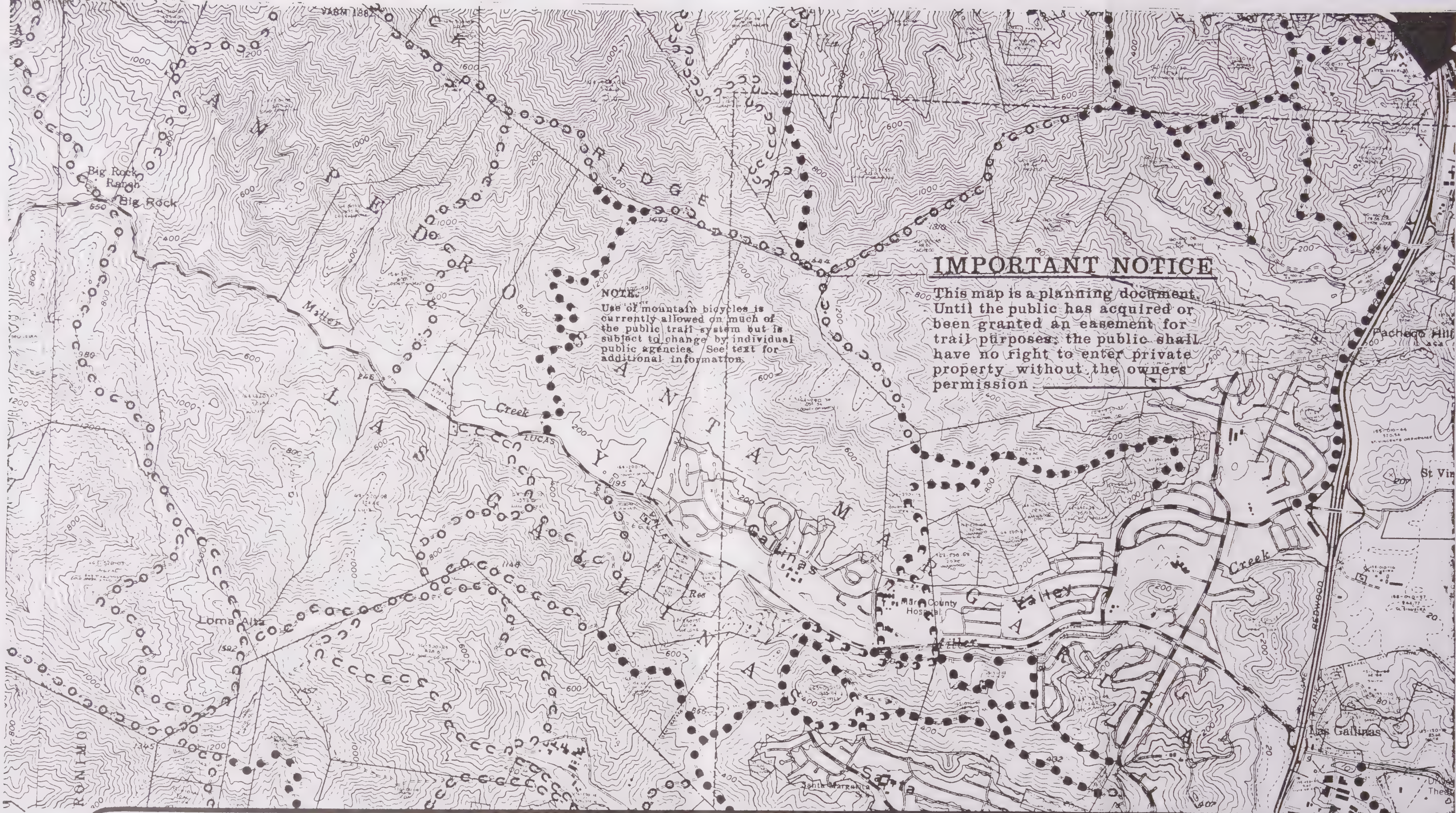
## legend:

- HIKING ONLY  
EQUESTRIAN/HIKING  
COMBINED USE  
PAVED PATH
- TRAIL PROPOSED  
TRAIL RIGHT OF WAY SECURED  
TRAIL OPEN TO PUBLIC



NORTH  
0 400 800 1600  
SCALE IN FEET  
B-5





**NOTE:**  
Use of mountain bicycles is currently allowed on much of the public trail system but is subject to change by individual public agencies. See text for additional information.

**IMPORTANT NOTICE**  
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notes:

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**MARIN**  
**COUNTYWIDE TRAILS PLAN**  
PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY  
BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT  
RECOMMENDED BY P.I.C. COMM. 8/22/84; P.C. 9/24/84  
APPROVED BY BOARD OF SUPERVISORS  
REVISED 12/83

legend:

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	— — —	— — —	— — —
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	ooo	ooo	ooo

**MAP KEY**

base map origin  
USGS 7.5 series.

**SCALE IN FEET**  
0 400 800 1200

**B-6**



**NOTE**

Use of mountain bicycles is currently allowed on much of the public trail system but is subject to change by individual public agencies. See text for additional information.

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**notes:**

1. BIKES SHARE ROADWAY
2. BIKES ON FUTURE FRONTAGE RD. OR SEPARATE R/W.
3. CAL TRANS. TO PROVIDE FOR BIKE TRAVEL ON U.S. 101 SHOULDERS BETWEEN HWY. 37 AND ROWLAND BLVD. UNTIL OFF-HIGHWAY FACILITY IS PROVIDED.

**MARIN  
COUNTYWIDE TRAILS PLAN**

PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

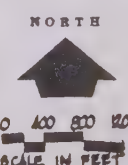
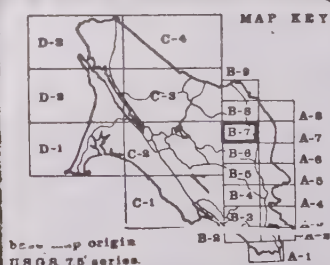
BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT

RECOMMENDED BY P&C COMM. 8/12/84; P.C. 9/24/84  
APPROVED BY BOARD OF SUPERVISORS  
REVISED 12/88

DATE 10/16/84

**Legend:**

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	---	---	---
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	OOO	OOO	OOO



**B-7**



# IMPORTANT NOTICE

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## NOTE: CHALLENGE

Use of mountain bicycles is currently allowed on much of the public trail system but is subject to change by individual public agencies. See text for additional information.



### notes:

1. BIKES SHARE ROADWAY (FRONTAGE RD)
2. PEDESTRIAN & EQUESTRIAN PATH CROSSES UNDER FREEWAY ON FRONTAGE RD. WITH AT GRADE CROSSING OF R.R. TRACK.
3. INSTALL HORSE CROSSING SIGNS WHEN TRAIL OPENS
4. SEPARATE BIKE PATH TO WHERE ROAD IS WIDE ENOUGH FOR BIKE LANE

## MARIN COUNTYWIDE TRAILS PLAN

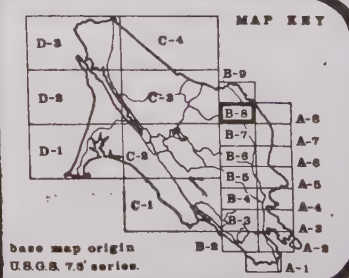
PREPARED FOR THE COUNTY OF MARIN AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT

RECOMMENDED BY P&C COMM. 8/22/84; PC. 3/24/84  
 APPROVED BY BOARD OF SUPERVISORS  
 REVISED 12/88

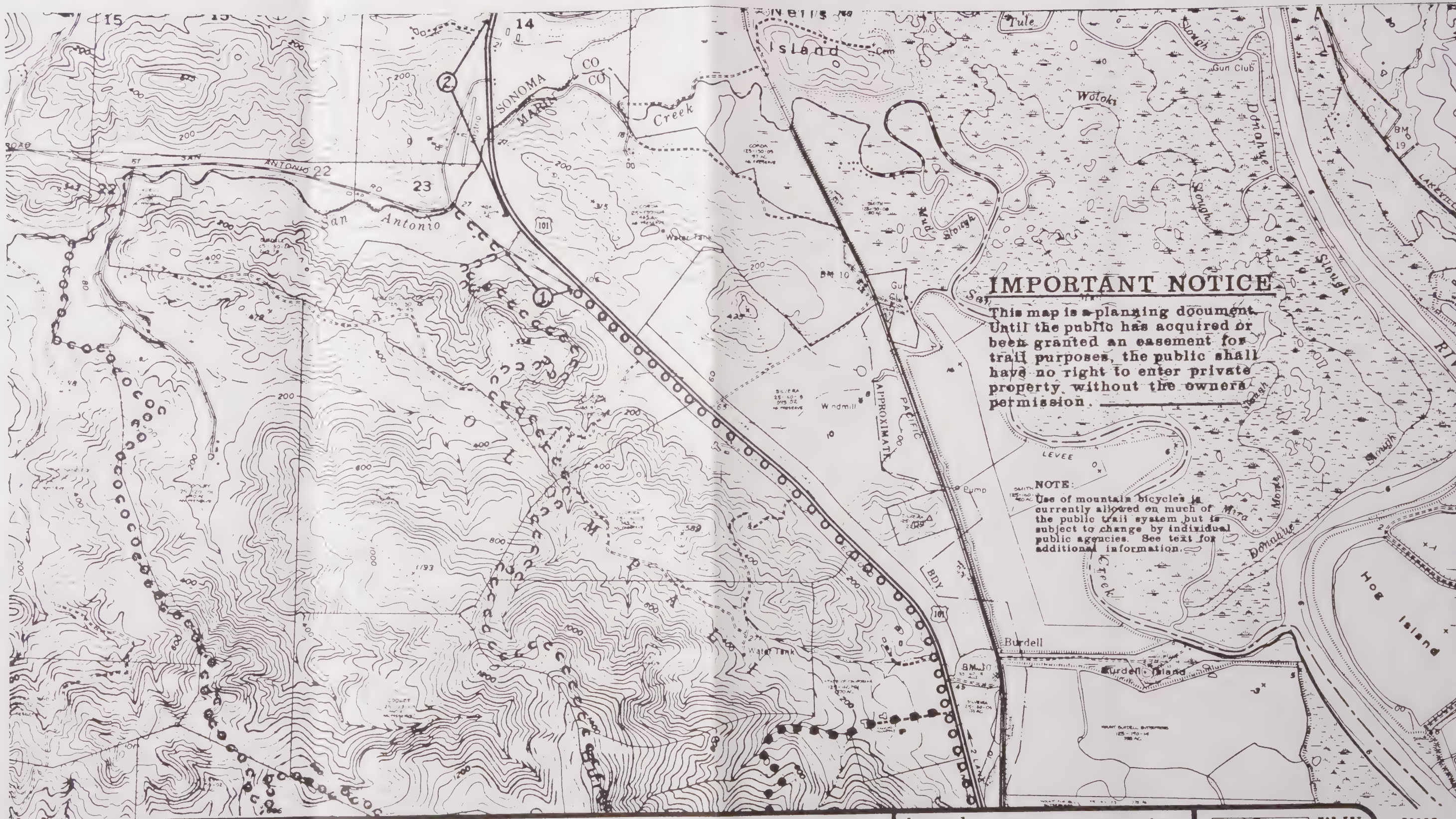
### legend:

- |                   |                |                            |                      |
|-------------------|----------------|----------------------------|----------------------|
| HIKING ONLY       | TRAIL PROPOSED | TRAIL RIGHT OF WAY SECURED | TRAIL OPEN TO PUBLIC |
| EQUESTRIAN/HIKING | COMBINED USE   | PAVED PATH                 |                      |



NORTH  
 0 400 800 1200  
 SCALE IN FEET  
 B-8





### IMPORTANT NOTICE

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#### NOTE:

Use of mountain bicycles is currently allowed on much of the public trail system but is subject to change by individual public agencies. See text for additional information.

**notes:**

1. TO PETALUMA AND SONOMA CO. ON EXISTING RIGHT-OF-WAY.

2. U.S. 101 SHOULDER OPEN TO TRAIL FROM SAN MARINO DR. TO SOUTH PETALUMA RD.

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## MARIN

# COUNTYWIDE TRAILS PLAN

PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT

RECOMMENDED BY P.L.C. COMM. 8/24/84; P.C. 2/24/84 DATE 12/16/84

APPROVED BY BOARD OF SUPERVISORS DATE 12/16/84

REVISED \_\_\_\_\_

**legend:**

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	ooo	ooo	ooo

**MAP KEY**

base map origin  
USGS 7.5' series

**NORTH**

0 400 800 1200  
SCALE IN FEET

**B-9**



**NOTE:**

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**IMPORTANT NOTICE**

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**notes:**

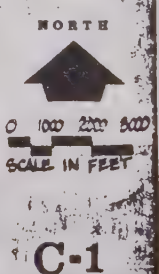
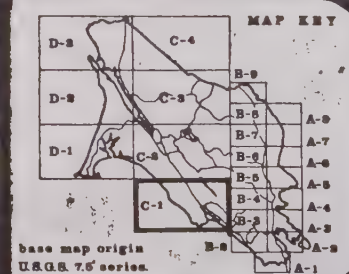
1. M.M.W.D. POLICY REGARDING TRAIL USE BY EQUESTRIANS IS CURRENTLY UNDER STUDY
2. G.G.N.R.A. & PT. REYES TRAILS BASED ON N.P.S. TRAIL PLAN DATED FEB. 1976

**MARIN  
COUNTYWIDE TRAILS PLAN**  
PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT  
RECOMMENDED BY P.E.C. COMM. 8/22/84; P.C. 9/24/84 DATE 10/16/84  
APPROVED BY BOARD OF SUPERVISORS  
ENTITLED

**legend:**

- HIKING ONLY  
EQUESTRIAN/HIKING  
COMBINED USE  
PAVED PATH
- TRAIL PROPOSED  
TRAIL RIGHT OF WAY SECURED  
TRAIL OPEN TO PUBLIC







NOTE:  
Use of mountain bicycles is currently allowed on much of the public trail system but is subject to change by individual public agencies. See text for additional information.

### IMPORTANT NOTICE

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#### notes:

1. PROPOSED TRAIL ALONG HWY CORRIDOR MAY BE LOCATED ALONG IMPROVED ROAD SHOULDERS OR MAY BE LOCATED OFF-ROAD AS A SEPARATE TRAIL WHEN TERRAIN ALLOWS AND R/W CAN BE SECURED. THE ABANDONED R.R. ALIGNMENT ALONG THE COASTLINE MAY BE USED WHERE APPROPRIATE.

2. CL. II DRAINAGE MINIMUM IMPROVEMENTS RECOMMENDED.

## MARIN COUNTYWIDE TRAILS PLAN

PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTEBERG LANSBURY ARCHITECT - PLANNING CONSULTANT

RECOMMENDED BY P&C COMM 8/22/84, P.C. 7/22/84 DATE

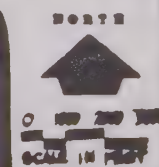
APPROVED BY BOARD OF SUPERVISORS DATE 10/16/84

REVISED 12/81

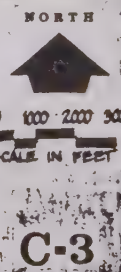
#### legend:

HIKING ONLY  
EQUESTRIAN/HIKING  
COMBINED USE  
PAVED PATH

TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
○ ○ ○	○ ○ ○	○ ○ ○
○ ○ ○	○ ○ ○	○ ○ ○
○ ○ ○	○ ○ ○	○ ○ ○
○ ○ ○	○ ○ ○	○ ○ ○









## IMPORTANT NOTICE

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### NOTE:

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### notes:

1. BIKES SHARE EXISTING ROADWAYS

## MARIN COUNTYWIDE TRAILS PLAN

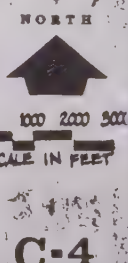
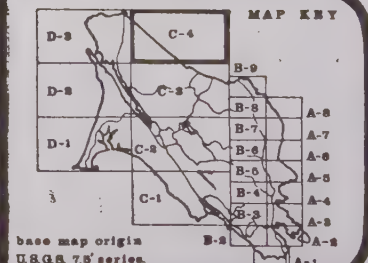
PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT

RECOMMENDED BY P.E.C. COMM. 3/22/84 ; P.C. 9/14/84 DATE             
APPROVED BY BOARD OF SUPERVISORS DATE 10/16/84  
REVISED 12/88

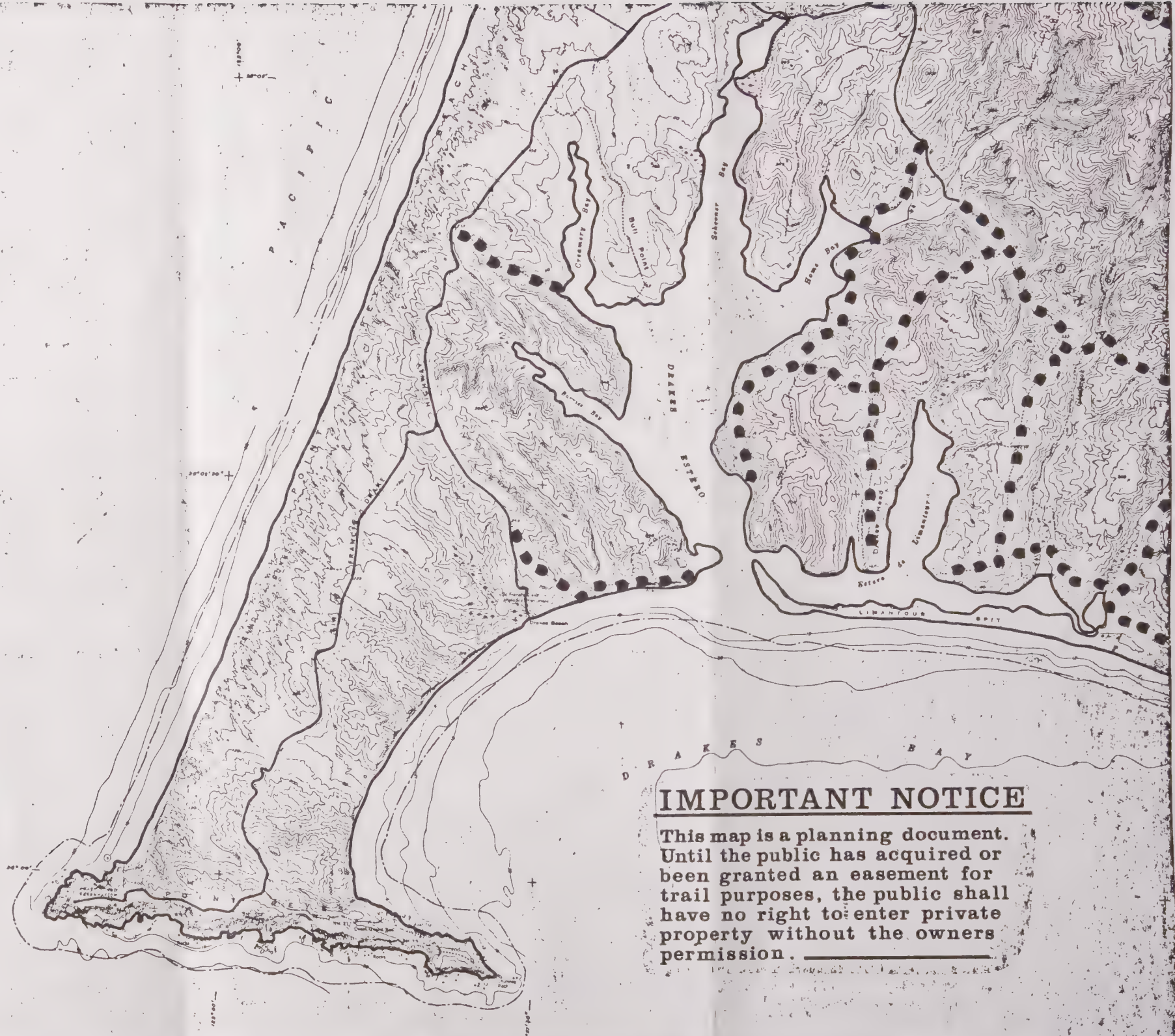
### legend:

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	— — —	— — —	— — —
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	ooo	ooo	ooo



C-4





**NOTE:**  
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### IMPORTANT NOTICE

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**notes:**

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## MARIN COUNTYWIDE TRAILS PLAN

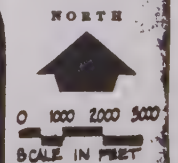
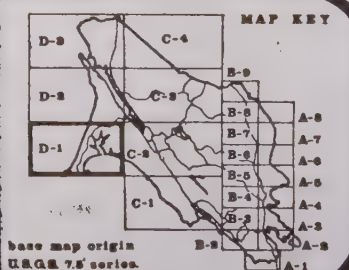
PREPARED FOR THE COUNTY OF MARIN AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT

RECOMMENDED BY PIC COMM. 8/22/84; P.C. 9/24/84 DATE 12/16/84  
 APPROVED BY BOARD OF SUPERVISORS DATE 12/16/84  
 REVISED: 12/88

**legend:**

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	ooo	ooo	ooo





## IMPORTANT NOTICE

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### NOTE:

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### notes:

1. PROPOSED TRAIL ALONG HWY. 1 CORRIDOR MAY BE LOCATED ALONG IMPROVED ROAD SHOULDERS OR MAY BE LOCATED OFF-ROAD AS A SEPARATE PATH WHEN TERRAIN ALLOWS AND R/W CAN BE SECURED. THE ABANDONED R.R. ALIGNMENT ALONG THE SHORELINE MAY BE USED WHERE APPROPRIATE.

## MARIN COUNTYWIDE TRAILS PLAN

PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT

RECOMMENDED BY P.C. COMM. 8/2/84; 9/24/84

APPROVED BY BOARD OF SUPERVISORS

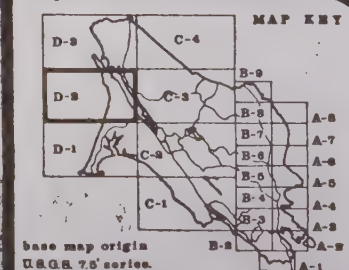
REVISED 12/83

DATE

DATE 10/16/84

### legend:

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	—	—	—
EQUESTRIAN/HIKING	CCC	CCC	CCC
COMBINED USE	OCO	OCO	OCO
PAVED PATH	OOO	OOO	OOO



NORTH



0 1000 2000 3000  
SCALE IN FEET

D-2





**notes:**

1. PROPOSED TRAIL ALONG HWY 1 CORRIDOR MAY BE LOCATED ALONG IMPROVED ROAD SHOULDERS OR MAY BE LOCATED OFF-ROAD AS A SEPARATE PATH WHEN TERRAIN ALLOWS AND R/W CAN BE SECURED. SONOMA COUNTY HAS DESIGNATED A SIMILAR DIKE ROUTE ALONG HWY 1 TO THE NORTH.

# **MARIN COUNTYWIDE TRAILS PLAN**

PREPARED FOR THE COUNTY OF MARIN  
AND THE CITIES OF MARIN COUNTY

BY BRIAN WITTENKELLER LANDSCAPE ARCHITECT — PLANNING CONSULTANT  
RECOMMENDED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_  
REVISED 12/89

**legend:**

HIKING ONLY  
EQUESTRIAN/HIKING  
COMBINED USE  
PAVED PATH

TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
—	—	—
CCC	CCC	CCC
OCO	OCO	OCO
OOO	OOO	OOO

